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August 3, 2010

Dr. William T. Hutto, Jr., A.A.E.
Airport Director
700 Airport Road
Auburn, Alabama 36830

Subject: Annual Inspection Report
Auburn University Regional Airport

Dear Dr. Hutto:

An inspection of the Auburn University Regional Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 23, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Auburn University Regional Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport pavement and approach to Runway 18 that should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black
FAA/ADO
Mr. Ryan Reed, P.E.
Garver Engineers

ANNUAL INSPECTION REPORT

JULY 23, 2010



AUBURN UNIVERSITY REGIONAL
AIRPORT
AUBURN, ALABAMA

**ANNUAL INSPECTION REPORT
AUBURN UNIVERSITY REGIONAL AIRPORT
AUBURN, ALABAMA**

July 23, 2010

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July 23, 2010

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Auburn University Regional Airport was conducted by Mr. Robert K. Heartsill and Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on July 23, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated March 22, 2006.

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License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on July 23, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ Runway 11/29 – The approaches meet licensing requirements
- ➔ Runway 18/36 – The approaches meet licensing requirements.

MAINTENANCE

- ➔ Runway 18 – The required Part 77 34:1 slope is violated by trees within the FAA Runway Protection Zone. See Appendix 2 for location of the trees.

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PHOTO 1



REQUIRED ACTION

- ➔ Runway 18 – Remove all obstructions to the 34:1 slope from within the FAA Runway Protection Zone.

2. Primary Surface **Administrative Code 450-9-1-.12(2)**

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

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Inspection Results

- The primary surface was inspected and found to meet State requirements.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- The safety area was found to be in compliance with the State's licensing standards.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

MAINTENANCE

- The runway markings of Runway 11/29 are in GOOD condition.
- The runway markings of Runway 18/36 are in GOOD condition.

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PHOTO 2



Runway identifier markings of Runway 36

PHOTO 3



Runway identifier markings of Runway 11

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**5. Wind Direction Indicator
Administrative Code 450-9-1-.12(5)**

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

The wind direction indicator (windsock) was lighted and operational.

**6. Airport Lighting
Administrative Code 450-9-1-.12(6)**

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. Airport rotating beacons are suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The runway lighting system and taxiway lighting of both runways is operational.

**7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)**

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting

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the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- Runway 18/36 – The runway surface is in GOOD condition.

MAINTENANCE

- Runway 11/29 – The runway surface is in LESS THAN FAIR condition. There is block cracking and the pavement is raveling with small, loose aggregate on the runway surface.

REQUIRED ACTION

- Sweep runway to remove loose aggregate.
- The airport consultant should generate plans and specifications for an overlay or other maintenance of Runway 11/29.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

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PHOTO 4



Fueling Area

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- ➔ No prohibited activities were observed during the inspection.

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Auburn, Alabama**

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

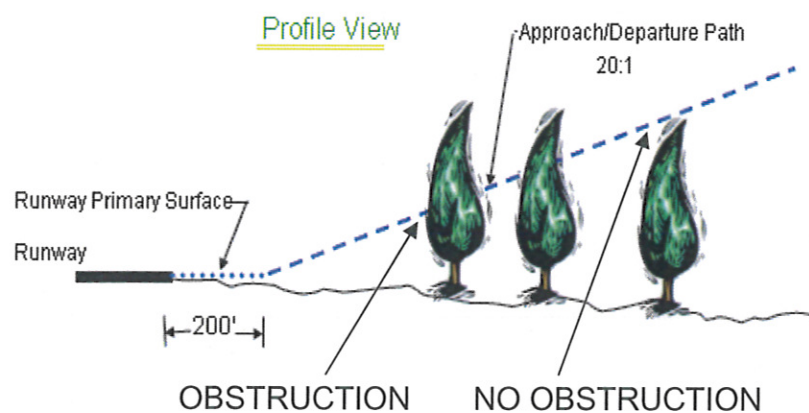
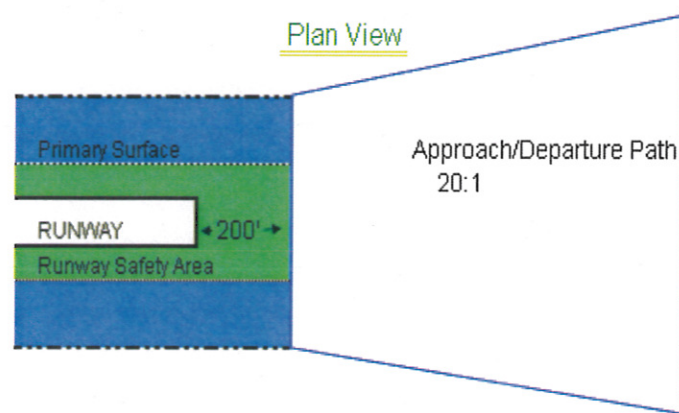
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Paths	Maintenance Runway 18	Remove all obstructions to the 34:1 slope of Runway 18
Runway, Taxiway and Ramp Conditions	Maintenance	Visually inspect and refer to airport engineer

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			

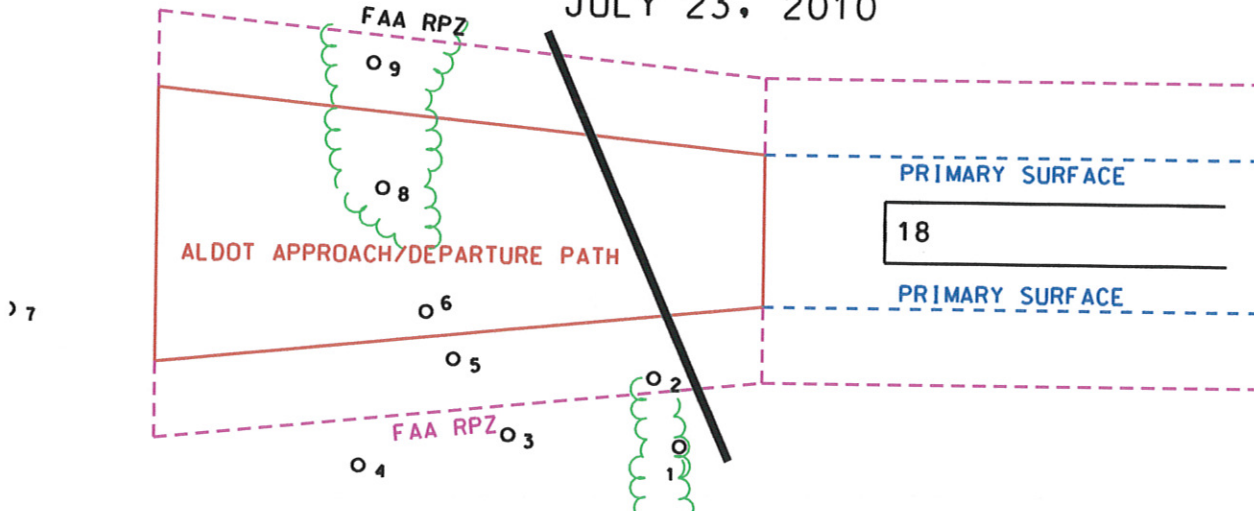


APPENDIX 1

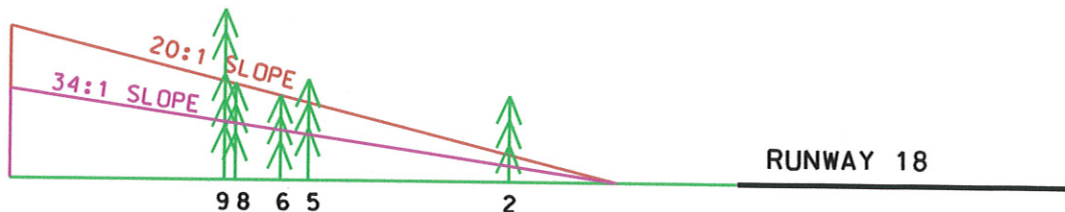
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AUBURN - OPELIKA ROBERT G. PITTS PLAN AND PROFILE RUNWAY 18 JULY 23, 2010



NOTE: THIS DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.



VIOLATIONS OF THE 34:1 SLOPE -

2. +28 FOOT TREE
378 FEET FROM RUNWAY END
244 FEET FROM CENTERLINE
6:1 SLOPE
5. +33 FOOT TREE
709 FEET FROM RUNWAY END
216 FEET FROM CENTERLINE
15:1 SLOPE
6. +27 FOOT TREE
755 FEET FROM RUNWAY END
139 FEET FROM CENTERLINE
20:1 SLOPE
8. +30 FOOT TREE
829 FEET FROM RUNWAY END
63 FEET FROM CENTERLINE
20:1 SLOPE
9. +56 TREE
847 FEET FROM RUNWAY END
268 FEET FROM CENTERLINE
11:1 SLOPE

APPENDIX 2